



City of Chicago
Richard M. Daley, Mayor

Department of Planning and
Development

Arnold L. Randall
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
312 744-4190

312 744-2271 (FAX)
312 744-2578 (TTY)

<http://www.cityofchicago.org>

October 17, 2007

Mr. John J. George
Attorney At Law
Two First National Plaza
Suite 400
20 South Clark Street
Chicago, IL 60603-1903

Re: **Revision to Site Plan Approval for Residential Business Planned Development No. 499, Central Station, One Museum Park East**
Proposal: The construction of One Museum Park East, including the substitution of materials for the facade of the East base wall.
Location: 1211 South Prairie Avenue

Dear Mr. George:

We have reviewed the plans and building elevations for the construction of One Museum Park East, including the revisions to the East base wall. These plans are submitted in accordance with Statement No. 13 of Residential Business Planned Development No. 499.

On August 15, 2007, an Administrative Relief was granted to allow the substitution of Trendstone, a concrete masonry unit product for the facade of the East base wall of One Museum Park East. This substitution was allowed for the portion of the wall below the cornice line only. The upper part of the East base wall (above the cornice line at an elevation of 20'-5") will remain clad in stone masonry, as previously approved.

The revised plan for the base would clad the east elevation entirely in pre-cast panels with upper and lower rows of recessed openings. The upper row of openings would be filled with blue glass, the lower with darker, grey pre-cast panels. Architectural metal louvers will be used in the recessed areas at the north and south ends of this eastern base elevation. This revised design is complementary to the existing base elevation of Museum Park 4 to the south.

The following drawings, prepared by Pappageorge Haymes Ltd. Architects, and dated October 10, 2007, were reviewed and will be added to the main file within The Department of Planning and Development:

- Site Plan
- Landscape Plans
- East Elevation
- East Elevation Enlarged
- Base
- Wall Sections

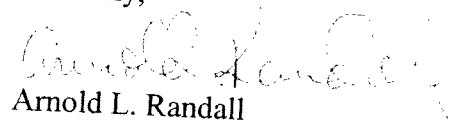
NEIGHBORHOODS



- Basement-1 Floor Plan
- 1st Floor Plan
- 2nd Floor Plan
- 3rd Floor Plan
- 4th Floor Plan
- 5th Floor (Plaza) Plan

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Any minor change to the above-mentioned plans must be submitted for approval by the Commissioner of the Department of Planning and Development. Accordingly, this Site Plan submittal for Residential Business Planned Development No. 499, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council.

Sincerely,



Arnold L. Randall
Commissioner

ALR:MRD:tm

cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD Files



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April 23, 2007

Mr. John J. George
Daley and George LLP
Two First National Plaza
Suite 400
20 S. Clark Street
Chicago, IL 60603-18353

**Re: Administrative Relief request for Residential Business Planned
Development No. 499, Sub-Area A, Parcel 3B, 1400 Museum Park**

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 499 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 16 of the Planned Development.

Specifically, you are requesting a material change to the north and east walls of the parking garage. The entire east wall along the public alley, with the exception of the southernmost 26 feet, and the entire length of the north wall above the Third Floor had been shown with ground-face polished cementitious masonry units (CMU), or blocks. During the site plan approval process, the Department of Planning and Development requested a change to a clay-based masonry product. However, a clay-based product with a color and finish similar to the upgraded concrete panels is not available. Therefore, you are requesting to keep the original design, using the ground-face polished block.

The following drawings, dated March 21, 2007, shall be inserted into the main file:

- Partial East Elevation with Ground-Face Polished CMU
- Partial North Elevation with Ground-Face Polished CMU

With regard to your request, the Department of Planning and Development has determined that this material substitution would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm

cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD files





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February 28, 2007

Mr. John J. George
Attorney at Law
Two First National Plaza
Suite 400
20 S. Clark Street
Chicago, IL 60603-1903

**Re: Administrative Relief request for Residential Business Planned Development
No. 499, Parcel 2, One Museum Park West (Grant Park Tower 2)**

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 499 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 16 of the Planned Development.

Specifically, you are requesting to allow an overhang that will begin twenty-four (24) feet above the public sidewalk and extend to the top of the above-referenced building along the Indiana Avenue elevation.

Exhibit 10b of Master Plan II, approved August 18, 2005, allows for the construction of buildings with a zero (0) lot line setback along Indiana Avenue. Additionally, Statement 7E of Master Plan II, provides that buildings along Indiana Avenue shall be built to a consistent setback necessary to create a minimum sidewalk planter area and carriage walk of twenty-one (21) feet on Indiana Avenue. The proposed building will overhang the property line along Indiana Avenue by approximately eight (8) feet in an east/west direction, forty-five (45) feet in a north/south direction, beginning forty (40) feet south of the north property line along Roosevelt Road.

The following drawings, prepared by Pappageorge/Haymes Ltd., and dated January 24, 2006, shall be substituted in place of the previously approved drawings:

- Sheet #1 Site Plan-Block 2
- Sheet #2 Enlarged Site Plan
- Sheet #5 Partial Building Section

With regard to your request, the Department of Planning and Development, has determined that this proposed overhang would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

Sincerely,

Lori T. Healey
Commissioner



LTH:MRD:tm

cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD files





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July 25, 2006

Mr. David Earnhart
Papageorge/Haymes Ltd.
814 North Franklin Street; Suite 400
Chicago, IL 60610

Re: **Site Plan Approval for Residential-Business Planned Development No. 499, as amended (Central Station):** Subarea A, Parcel B3, ("1400 Museum Park")

Proposal: The construction of a new, thirty-six (36) story, two hundred sixty (260) unit residential building and a three hundred fifteen (315) space parking structure.

Location: Subarea A, Parcel B3,
100 East 14th Street ("1400 Museum Park")

Dear Mr. Earnhart:

We have reviewed the Site Plan and Building Elevations dated December 1, 2005, and the Landscape Plan dated December 5, 2005, prepared by Papageorge/Haymes, Ltd. submitted by you for the construction of a thirty-six (36) story residential high-rise building containing two hundred sixty (260) dwelling units, three hundred fifteen (315) parking spaces, and eight thousand nine hundred ninety-eight (8,998) square feet of ground floor retail space. The plans also indicate a 6,328 square-foot vegetated ("green") roof on the seventh floor (equivalent to 27% of the building's net roof area) and a dog run on the sixth floor. These plans are submitted in accordance with Statement No. 13 of Residential-Business Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499 (Subarea A, Parcel B3) is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 14, 2005.

Sincerely,

Lori T. Healey,
Commissioner

Originated by: Fred Deters

cc: Terri Haymaker, Mike Marmo, Planned Development files





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July 25, 2006

Mr. David E. Earnhart
Papageorge/Haymes Ltd.
814 North Franklin Street, Suite 400
Chicago, Illinois 60610

**Re: Minor Change Request for Residential Planned
Development No. 499, Master Plan II - Subarea A, Parcel 3B
100 East 14th Street ("1400 Museum Park")**

Please be advised that your request for minor changes to Master Plan II, Amendment No. 2 of Residential Planned Development No. 499 as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, and Statement No. 16 of the Planned Development.

Specifically, you requested to change:

1. Exhibit 6 - Height Allowance Map: revise the maximum permitted height in Parcel 3B from 350' to 370';
2. Exhibit 8 - Table of Bulk Regulations: revise the Maximum Building Height for Parcel 3B from 350' to 370';
3. Parcel 3B - West, East, South and North Elevations: substitute elevation sheets dated July 25, 2006 for those in the August 18, 2005 Master Plan II Amendment No. 2.

The requested changes would increase the indicated allowable height on the property in Parcel 3B of Sub-area A at the northeast corner of East 14th Street and South Michigan Avenue from 350 feet to 370 feet.

These particular heights are to be measured from grade, Section 7.F. of Master Plan II Amendment No. 2, which stipulates that allowable heights indicated in the Master Plan are to be measured from Chicago City Datum (CCD), notwithstanding.

The Department of Planning and Development has reviewed the request and has determined that the revisions to Master Plan II Amendment No. 2 of Planned Development No. 499 would constitute minor changes under provisions of the Chicago Zoning Ordinance and Planned Development No. 499, as amended. The requested changes will not change the character of the development nor have any adverse impact on the surrounding area.





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**Department of Planning
and Development**

Denise M. Casalino, P.E.
Commissioner

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October 7, 2005

Mr. John J. George
Attorney at Law
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, Illinois 60603

Re: Residential Planned Development No. 499, Master Plan II -
Subarea A, Parcel 2 and Lake Michigan and Chicago Lakefront
Protection Application No. 485
(Southeast corner of E. Roosevelt Road and S. Indiana
Avenue - One Museum Park West)

Please be advised that your request for minor changes to Master Plan II Amendment No. 2 of Residential Planned Development No. 499 as amended, and to Lakefront Protection Application No. 485 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, Section 16-4-150 of the Lake Michigan and Chicago Lakefront Protection Ordinance and Statement No. 16 of the Planned Development.

Specifically, you requested to change both:

1. Exhibit 6 - Height Allowance Map in Chicago Lakefront Application No. 485 and
2. Exhibit 6 - Height Allowance Map in Master Plan II Amendment No. 2.

The requested change would increase the indicated allowable height on the property in Parcel 2 of Sub-area A at the southeast corner of East Roosevelt Road and South Indiana Avenue from 520 feet to 540 feet.

Section 7.F. of Master Plan II Amendment No. 2 stipulates that allowable heights indicated in the Master Plan are to be measured from Chicago City Datum (CCD); nevertheless, maximum allowable heights for properties on East Roosevelt Road should be measured from the grade of East Roosevelt Road at the property to the ceiling of a building's highest floor.





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September 23, 2005

Mr. John J. George
20 South Clark Street, Suite 400
Chicago, Illinois 60603-1903

Re: Site Plan Approval for Residential-Business Planned
Development No. 499, as Amended; Lakefront Application No.
485

Proposal: The construction of a sixty-two (62) story residential
tower with two hundred eighty-nine (289) dwelling units and an
enclosed three hundred seventy-one (371) space parking
garage.

Location: Sub-Area A, Parcel 2, 1211 S. Prairie Avenue (One
Museum Park East), Phase 1

Dear Mr. George:

We have reviewed the Project Data Sheet and plans submitted by you
on behalf of Central Station, L.L.C. for the construction of a sixty-two
(62) story residential tower with two hundred eighty-nine (289)
dwelling units and an enclosed three hundred seventy-one (371)
space parking garage within Sub-Area A, Parcel 2 of the Planned
Development. These plans, consisting of a Project Data Sheet; Site
Plan (Phase 1); Typical Floor Plan; Landscape Calculations; 5th Floor
Landscape Plan; Landscape Plan (Phase 1); and North, East, South,
and West Elevations, dated June 24, 2005, and Dog Run Area at
Basement 01 - Busway Level, dated September 21, 2005, all
prepared by Papageorge/ Haymes, Ltd. and Daniel Weinbach &
Partners, Ltd., are submitted in accordance with Statement No. 13 of
Residential-Business Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning
and Development has determined that these plans are consistent
with, and satisfy, the requirements of the Plan of Development,
Lakefront Application No. 485, and Master Plan II Amendment 2.
Accordingly, the Site Plan submittal for Residential-Business Planned
Development No. 499, as Amended; Sub-Area A, Parcel 2, 1211 S.
Prairie Avenue (One Museum Park East) Phase 1 for the construction
of a sixty-two (62) story residential tower with two hundred eighty-
nine (289) dwelling units and an enclosed three hundred seventy-one
(371) space parking garage, is hereby approved as conforming to the
Plan of Development as amended and passed by the Chicago City
Council on September 14, 2005.



Reclassification Of Area Shown On Map Number 4-E.

(As Amended)

(Application Number 15024)

RBPD 499,99

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the DX-7 Downtown Mixed-Use District and Residential-Business Planned Development Number 499, as amended, symbols and designations as shown on Map Number 4-E in the area bounded by:

Part of the land, property and space of the Illinois Central Railroad Company in Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

beginning on the south line of East Roosevelt Road, as widened, at the intersection of said south line with the east line of South Michigan Avenue and running; thence east along said south line of West Roosevelt Road and along an eastward extension of said line, a distance of 919.02 feet to an intersection with the easterly right-of-way line of said railroad; thence south along said easterly right-of-way line a distance of 989.604 feet; thence continuing south along said easterly right-of-way line a distance of 550.58 feet; thence south continuing along said easterly right-of-way line a distance of 1,070.91 feet; thence west a distance of 86.64 feet; thence southward along the arc of a circle convex to the east with a radius of 2,448.29 feet a distance of 86.23 feet; thence south along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; thence southwardly along the arc of a circle convex to the west with a radius of 1,343.75 feet, a distance of 278.82 feet; thence south along a straight line tangent to last described arc of a circle a distance of 722.975 feet; then southwardly along the arc of a circle convex to the east tangent to last described straight line with a radius of 2,008.70 feet a distance of 160.333 feet; thence southward along the arc of a circle convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with a line which is 1,500.00 feet northerly from and parallel with the northerly line of the East 23rd Street viaduct; thence west along said parallel line a distance of 208.29 feet to a point 210.14 feet easterly from the aforesaid westerly right-of-way line; thence north a distance of 49.95 feet; thence northwardly along the arc of a circle convex to the east tangent to last described straight line and having a radius of 1,116.10 feet a distance of 129.93 feet; thence northwardly along the arc of a circle convex to the west having a common tangent with the last described arc of a circle and a radius of 886.39 feet a distance of 104.04 feet; thence north along a straight line tangent to the last described arc of a circle, a distance of 226.85 feet; thence west a distance of 28.00 feet; thence north a distance of 212.97 feet; thence northwardly 431.59 feet along the arc of a circle convex to the east, tangent to last described straight line with a

radius of 2,220.95 feet; thence northwestwardly along a straight line tangent to last described arc of a circle, a distance of 362.67 feet; thence northwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet a distance of 294.90 feet to an intersection with the eastward extension of the south line of East 16th Street; thence east along said eastward extension, a distance of 20.63 feet; thence northwestwardly along the arc of a circle convex to the northeast, being 50.00 feet northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.80 feet to a point on the east line of South Indiana Avenue (as said east line was established by ordinance of the City of Chicago passed on July 21, 1919 as amended on January 14, 1920 and February 5, 1920); thence west along a line perpendicular to said east line established by ordinance, a distance of 34.00 feet to the original east line of South Indiana Avenue; thence North along said east line of South Indiana Avenue a distance of 1,174.60 feet to an intersection with the eastward extension of south line of Lot 32 in Block 15 in Herrington's Addition to Chicago in the northwest fractional quarter aforesaid; thence west along said eastward extension along the south line of said Lot 32 and along the westward extension of said south line a distance of 258.80 feet to the east line of an alley (18 feet wide); thence north along the east line of said 18 foot wide alley a distance of 542.01 feet to the south line of the former East 13th Street; thence north a distance of 50.00 feet to the north line of the former of East 13th Street; thence continuing north a distance of 332.93 feet to the northwest corner of Lot 32 in Seaman and Busby's Subdivision; thence west along a westward extension of the north line of said Lot 32, a distance of 2.70 feet to the southwest corner of Lot 13 in Johnston and Sexton's Subdivision; thence north along the west line of Lots 12 and 13 in said Johnston and Sexton's Subdivision, a distance of 53.82 feet to an intersection with the eastward extension of the south line of Lot 16 in Johnston and Sexton's Subdivision aforesaid; thence west along said eastward extension and along the south line of said Lot 16, a distance of 145.30 feet to the east line of South Michigan Avenue; thence north along the east line of South Michigan Avenue a distance of 138.34 feet to the point of beginning, in Cook County, Illinois,

excepting from the "Tract" hereinbefore described that part of the land, property, and space falling within the following described parcels:

Parcel D:

The land, property and space of said Illinois Central Railroad company in Fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 28.10 feet above Chicago City Datum and lying within the boundaries projected vertically of that part of said land, property and space described as follows:

commencing on the north line of said fractional Section 22, at a point which is 303.06 feet measured along said line, east from the west right-of-way line of said railroad and running; thence southeastwardly along a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of said railroad, a distance of 88.55 feet to an intersection with the eastward extension of the south line of East Roosevelt Road; thence east along said eastward extension 92.14 feet to the point of beginning for that part of said land property and space hereinafter described; thence south 16 degrees, 56 minutes, 46 seconds east 429.67 feet; thence southerly 517.08 feet along the arc of a circle convex to the east with a radius of 2,832.93 feet (the chord of said arc bearing south 11 degrees, 36 minutes, 38 seconds east 516.36 feet); thence south 06 degrees, 22 minutes, 54 seconds east 320.72 feet; thence southerly 150.73 feet along the arc of a circle convex to the east with a radius of 1,400.69 (chord of said arc bearing south 03 degrees, 17 minutes, 56 seconds east 150.65 feet); thence south 00 degrees, 13 minutes, 00 seconds east 165.79 feet; thence southerly 141.79 feet along the arc of a circle convex to the west with a radius of 1,464.69 feet (the chord of said arc bearing south 02 degrees, 59 minutes, 22 seconds east 141.74 feet) to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line a distance of 352.31 feet to an intersection with the aforesaid easterly right-of-way line of said railroad; thence northwestwardly along said easterly line a distance of 212.19 feet; thence northwardly continuing along said easterly line a distance of 550.58 feet; thence northwestwardly a distance of 989.604 feet to an intersection with the aforesaid eastward extension of the south line of East Roosevelt Road and thence west along said eastward extension a distance of 189.13 feet to the point of beginning, in Cook County, Illinois,

Also,

Parcel E:

The land, property and space of said Illinois Central Railroad Company in fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 39.25 feet above Chicago City Datum and lying within the boundaries projected vertically of that part of said land, property and space described as follows:

commencing on the easterly right-of-way line of said railroad at the intersection of said line with the eastward extension of the north line of East 18th Street and running; thence northwardly along said easterly right-of-way line a distance of 919.963 feet to the point of beginning; thence

continuing northwardly along said easterly line a distance of 858.72 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence south 89 degrees, 58 minutes, 42 seconds west along said parallel line a distance of 352.31 feet; thence southerly 67.79 feet along the arc of a circle convex to the west with a radius of 1,464.69 feet (the chord of said arc bearing south 07 degrees, 05 minutes, 19 seconds east 67.79 feet); thence south 08 degrees, 24 minutes, 46 seconds east 848.16 feet) to an intersection with the eastward extension of the south line of East 16th Street; thence south 89 degrees, 57 minutes, 41 seconds west along said eastward extension a distance of 202.06 feet; thence southwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet, a distance of 294.90 feet; thence southeastwardly along a straight line tangent to the last described arc of a circle a distance of 259.67 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 16th Street; thence east along said parallel line a distance of 376.91 feet to an intersection with a curved line being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the aforesaid eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line of the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence northwardly along last described arc of a circle a distance of 60.94 feet to the aforesaid northerly terminus of said arc; thence northwestwardly along a straight line, tangent to last described arc of a circle a distance of 436.27 feet; thence northwardly along the arc of a circle convex to the east tangent to last described straight line with a radius of 2,448.29 feet a distance of 86.23 feet; and thence east a distance of 86.64 feet to the point of beginning,

Together With,

That part lying below a horizontal plane having an elevation of 42.58 feet above City of Chicago Datum described as follows:

The land, property and space of the Commuter Rail Division of the Regional Transportation Authority in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing at the intersection of the east line of South Prairie Avenue with the south line of East 16th Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 337.48 feet along said south line extended east; thence north 09 degrees, 50 minutes 59 seconds west 236.80 feet; thence north 80 degrees, 09 minutes, 01 second east 19.20 feet to the point of beginning "A"; thence north 08 degrees, 26 minutes, 17 seconds west 620.00 feet; thence north 81 degrees, 33 minutes, 43 seconds east 179.00 feet; thence south 08 degrees, 26 minutes, 17 seconds east 96.67 feet; thence north 81 degrees, 33 minutes, 43 seconds east 32.25 feet; thence south 08 degrees, 26 minutes, 17 seconds east 378.33 feet; thence south 81 degrees, 33 minutes, 43 seconds west 32.25 feet; thence south 08 degrees, 26 minutes, 17 seconds east 145.00 feet; thence south 81 degrees, 33 minutes, 43 seconds west 179.00 feet to the point of beginning, in Cook County, Illinois,

Also,

Parcel 1:

The land, property and space in the north half of fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, lying west of the easterly right-of-way line of the Illinois Central Railroad as established in Schedule III of the ordinance of the City of Chicago passed July 21, 1919 and recorded March 5, 1920 as Document 6753370, described as follows:

commencing on said easterly right-of-way line of the Illinois Central Railroad at the intersection of said line with the eastward extension of the north line of East 18th Street, said intersection being a point 708.50 feet (as measured along said eastward extension) east from the westerly right-of-way line of the Illinois Central Railroad and running; thence north 16 degrees, 20 minutes, 59 seconds west along said easterly right-of-way line, a distance of 919.963 feet to a point of beginning for that part of said land, property and space hereinafter described; thence south 89 degrees, 58 minutes, 47 seconds west a distance of 86.64 feet; thence northwardly along the arc of a circle, convex to the east, with a radius of 2,200.56 feet, the chord of said arc having a bearing of north 07 degrees, 07 minutes, 44 seconds west, an arc distance of 120.401 feet to the beginning of compound curve; thence northwardly along the arc of a circle, convex to the east, with a radius of 3,198.311 feet, the chord of said arc having a bearing of north 09 degrees, 40 minutes, 32 seconds west, an arc distance of 109.324 feet to the beginning of compound curve; thence northwardly along the arc of a circle, convex to the east with a radius of

1,800.572 feet, the chord of said arc having a bearing of north 13 degrees, 24 minutes, 03 seconds west, an arc distance of 172.58 feet; thence north 16 degrees, 08 minutes, 43 seconds west along a straight line tangent to the last described arc of a circle, a distance of 118.068 feet; thence north 16 degrees, 25 minutes, 59 seconds west along a straight line, a distance of 329.02 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street, as said street was opened by ordinance of the City of Chicago passed August 11, 1864; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line a distance of 44.10 feet to an intersection with the aforesaid easterly right-of-way line of the Illinois Central Railroad as established by said ordinance of July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said easterly right-of-way line a distance of 858.72 feet to the point of beginning, in Cook County, Illinois,

Also,

Parcel F:

The land, property and space of said Illinois Central Railroad Company in fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 30.68 feet above Chicago City Datum and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing on the westerly right-of-way line of said railroad at the intersection of said line with the northerly line of the East 23rd Street viaduct; thence northwardly along said westerly right-of-way line a distance of 1,500.00 feet; thence eastwardly parallel with said northerly line of the East 23rd Street viaduct a distance of 210.14 feet to the point of beginning; thence northwardly a distance of 49.95 feet; thence northwardly along the arc of a circle convex to the east tangent to the last described straight line and having a radius of 1,116.10 feet a distance of 129.93 feet; thence northwardly along the arc of a circle, convex to the west having a common tangent with the last described arc of a circle and a radius of 886.39 feet, a distance of 104.04 feet; thence northwardly along a straight line tangent to the last described arc of a circle a distance of 226.85 feet; thence westwardly, a distance of 28.00 feet; thence northwardly a distance of 212.97 feet; thence northwardly along the arc of a circle, convex to the east tangent to the last described straight line, with a radius of 2,220.95 feet, a distance of 431.59 feet; thence northwestwardly along a straight line tangent to the last described arc of a circle, a distance of 103.00 feet to an intersection with a line which is 500.00 feet south from and parallel with

the eastward extension of the south line of East 16th Street; thence east along said parallel line a distance of 376.91 feet, to an intersection with a curved line, being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the eastward extension of the north line of East 18th Street (as measured along said easterly line and a line perpendicular thereto) and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street (as measured along said easterly line and a line perpendicular thereto); thence southwardly along the last described arc of a circle, a distance of 217.88 feet to the aforesaid southerly terminus of said arc; thence southwardly along a straight line tangent to the last described arc of a circle, a distance of 722.975 feet; thence southwardly along the arc of a circle, convex to the east tangent to the last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of circle, convex to the east with a radius of 915.13 feet a distance of 46.85 feet to an intersection with the aforesaid line which is 1,500.00 feet northerly from and parallel with the northerly line of said East 23rd Street viaduct; and thence westwardly along said parallel line a distance of 208.29 feet to the point of beginning, in Cook County, Illinois),

Also,

The land, property and space of the Commuter Rail Division of the Regional Transportation Authority in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, lying above a horizontal plane having an elevation of 26.75 feet above City of Chicago Datum and lying below a horizontal plane of 39.25 feet above City of Chicago Datum described as follows:

commencing at the intersection of the east line of South Prairie Avenue with the south line of East 16th Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 94.95 feet along said south line to the point of beginning; thence continue north 89 degrees, 57 minutes, 41 seconds east along said south line 224.30 feet; thence south 08 degrees, 24 minutes, 46 seconds east 173.08 feet; thence southerly 338.43 feet along the arc of a circle convex westerly and having a radius of 1,920.95 feet (the chord of said arc bears south 13 degrees, 27 minutes, 36 seconds east 337.99 feet) to a line 500 feet south from and parallel with the aforesaid eastward extension of the south line of East 16th Street; thence south 89 degrees, 57 minutes, 41 seconds west 89.22 feet along said

parallel line; thence north 27 degrees, 32 minutes, 43 seconds west 259.67 feet to a point of curve; thence northwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet, the chord of said arc having a bearing of north 23 degrees, 48 minutes, 58 seconds west a distance of 294.90 feet to the point of beginning, in Cook County, Illinois,

Also,

Parcel Z:

Lots 14 and 15 in Johnston and Sexton's Subdivision in the west part of Block 1 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, together with Lots 1 to 5, both inclusive, the west 130 feet of Block 6 in Seaman's Subdivision of Block 5 and the west half of Block 4 and the west 148 feet of Block 6 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian (except that part thereof lying south of the north line of the 50 foot wide East 13th Street) in Cook County, Illinois,

Also,

Parcel AA:

Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessors' Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

Parcel AB:

the south 21 feet of Lot 9 (except the north 3.00 feet thereof) and the north 5 feet of Lot 10 in the subdivision of the west 130 feet of Block 3 in Garretts' Subdivision of land in the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

That part of Lot 10 bounded by a line beginning at a point on the east line of South Michigan Avenue 882.3 feet south of the north line of Section 22; thence east parallel with the north line of said Section 22, 130 feet to an alley; thence south on a line parallel with the east line of South Michigan Avenue 3-1/12 feet; thence west parallel with the north line of Section 22, 130 feet to the east line of South Michigan Avenue; thence north on said east line 3-1/12 feet to the point of beginning aforesaid in Block 3, in Cook County, Illinois,

Also,

Parcel AC:

Lot 8 and the north 3 feet of Lot 9 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

The land, property and space in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

commencing on the south line of fractional Section 15, Township 39 North, Range 14, East of the Third Principal Meridian at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of the Illinois Central Railroad, as said easterly line was established by ordinance of the City of Chicago passed July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said parallel line a distance of 242.72 feet to a point on the south line of said fractional

Section 15, which is 303.06 feet, measured along said line, east from the west line of said right-of-way; thence continuing south 16 degrees, 20 minutes, 59 seconds east a distance of 630.54 feet; thence south 11 degrees, 35 minutes, 59 seconds east a distance of 1,062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; thence southeasterly 199.83 feet along the arc of a curve convex westerly with a radius of 1,469.69 feet (the chord of said arc bearing south 04 degrees, 30 minutes, 22 seconds east 199.68 feet); thence south 08 degrees, 24 minutes, 46 seconds east 123.22 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet; thence north 09 degrees, 50 minutes, 59 seconds west 325.76 feet to the point of beginning, in Cook County, Illinois,

Also,

The land, property and space in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

the westerly 22.00 feet of the following described property:

a parcel of land in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

commencing on the south line of said fractional Section 15, Township 39 North, Range 14, East of the Third Principal Meridian, at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running; thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of the Illinois Central Railroad, as said easterly line was established by ordinance of the City of Chicago passed July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said parallel line a distance of 242.72 feet to a point on the south line of said fractional Section 15, which is 303.06 feet, measured along said line, east from the west line of said right-of-way; thence continuing south 16 degrees, 20 minutes, 59 seconds east a distance of 630.54 feet; thence south 11 degrees, 35 minutes, 59 seconds east a distance of 1,062.99 feet; thence south 09 degrees, 50 minutes, 59 seconds east 325.76 feet to the point of beginning for

that part of said land, property and space hereinafter described; thence continuing south 09 degrees, 50 minutes, 59 seconds east 727.84 feet to the south line of East 16th Street extended east; thence south 89 degrees, 57 minutes, 41 seconds west 40.46 feet along said extension; thence north 08 degrees, 24 minutes, 46 seconds west 724.94 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet to the point of beginning, in Cook County, Illinois,

Also,

The vacated 14 foot alley lying south of the eastward extension of the south line of Lot 16 and lying east of and adjoining Lots 14 and 15 all in Johnston and Sexton's Subdivision in the west part of Block 1 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, together with the vacated 18 foot alley lying south of the south line and the eastward extension thereof, of the aforesaid Lot 14 in Johnston and Sexton's Subdivision, lying east of and adjoining Lots 1 to 14, both inclusive, in Seaman and Busby's Subdivision of the west 130 feet of Block 6 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

Lot 3 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

Lot 4 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

containing 3,035,054 square feet or 69.67 acres of land, more or less,

Parcel 1:

Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the northwest fractional quarter of Section 22, Township 39 North,

Range 14, and Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Parcel 2:

Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois,

Parcel 3:

Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Block 15 in Herrington's Addition to Chicago, in Cook County, Illinois,

to the designation of Residential-Business Planned Development Number 499, as amended, which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Plan of Development Statements referred to in this ordinance read as follows:

*Residential-Business Planned Development Number 499,
As Amended.*

Plan Of Development Statements

1. The area delineated herein as Residential-Business Planned Development Number 499, as amended, consists of approximately three million one hundred eighty-six thousand six hundred forty-one (3,186,641) gross square feet (seventy-three and sixteen hundredths (73.16) acres) and is owned or controlled by the applicant, Central Station, L.L.C.. Certain portions of the property as depicted in the Air-Rights Parcels (Sub)Exhibit attached hereto (the "Air-Rights Parcels") consist of air rights. The

property located below the Air-Rights Parcels (the "Metra Property") is not included within this planned development.

2. The applicant or its successors, assignees, or grantees shall obtain all applicable official reviews, approvals, licenses or permits required in connection with this planned development. Any dedication or vacation of streets or alleys, or easements, or adjustments of right-of-way, or consolidation or resubdivision of parcels, shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees and approval by the City Council.
3. The requirements, obligations and conditions within this planned development shall be binding upon the applicant, its successors and assigns and, if different than the applicant, the owners of record title to all of the property and any ground lessors. All rights granted hereunder to the applicant shall inure to the benefit of the applicant's successors and assigns and if different than the applicant, then to the owners of record title to all of the property and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the planned development are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this planned development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the property and any ground lessors.

An agreement among property owners, the board of directors or any property owners association, or a covenant binding property owners, may designate the authorized party for any future amendment, modification or change.

4. This planned development consists of these twenty (20) statements; an Existing Zoning Map, a Planned Development Boundary and Property Line Map; a Public Right-of-Way Adjustments Map; a Subareas and Generalized Land-Use Map; an Air-Rights Parcels Map and a Table of Use and Bulk Regulations and Data. In addition, the Central Station Development Guidelines adopted by the Chicago Plan Commission on March 1, 1990, as they may be amended from time to time (the "Guidelines") are incorporated into this planned development. These statements and attachments shall be construed and implemented in conformance with the Guidelines. The planned development is applicable to the area delineated herein and these and no other zoning controls shall apply. The planned development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

5. All use and development of the property shall conform with the provisions of the planned development and the Guidelines; provided however, that in the event of any conflict between the provisions of the planned development and any subsequent amendment to the Guidelines, the provisions of this planned development shall govern. The property is divided into three (3) subareas, as illustrated on the Subareas and Generalized Land-Use Map attached hereto, for the purpose of establishing use and density controls by subareas. The Table of Use and Bulk Regulations and Data describes the use and density controls applicable within each subarea. For purposes of floor area controls and/or determining floor area ratio ("F.A.R."), the provisions of the Chicago Zoning Ordinance shall apply, with the following exceptions:
 - (1) Grade Level and Plaza Level shall be established at the time of Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this planned development.
 - (2) Individual development sites may exceed the floor area controls established herein, provided that the floor area controls applicable to the entire development parcel in which any development site is located shall not be exceeded, and floor area controls established by any Master Plan in accordance with this planned development shall govern. Transfer of floor area from one (1) subarea to another subarea or from one (1) development parcel to another development parcel may be approved by the Commissioner of the Department of Planning and Development if it meets the criteria for minor changes set forth in Statement 16 hereof.
 - (3) Floor area (for determining the total number of square feet of development permitted under this planned development, and for determining F.A.R. and off-street parking and loading requirements) shall not include any space devoted to mechanical equipment (including, without limitation, heating, ventilation and air-conditioning equipment) where such space occupies the entire floor of any structure or consists of more than five thousand (5,000) square feet of contiguous floor area.
6. Uses of the property which are permitted by this planned development shall be residential uses, business uses, office uses (business or professional), exhibition uses, institutional uses, and retail and commercial uses. Retail and commercial uses shall mean (a) all uses which are permitted uses within the DX-7 Downtown Mixed-Use District, and (b) uses listed as special uses within the DX-7 Downtown Mixed-Use District if such uses are determined at the time of Master Plan approval to

be designed, located and proposed in a manner which will not have an adverse impact on public health, safety or welfare. In addition, the following structures and uses shall also be permitted: (1) earth station receiving and transmitting dishes, satellite dishes, earth station antennae, microwave relay dishes and transmitting or receiving dishes; (2) railroad rights-of-way and uses; (3) motor vehicle rental and related operation and maintenance facilities including, without limitation, service stations, auto laundries and underground storage tanks; (4) district and central heating and cooling systems and related equipment and appurtenances, such as boilers, turbines, chillers, and piping for distribution and exhaust; (5) petroleum underground storage tanks; (6) day care facilities; and (7) dwelling units below the second (2nd) floor of buildings. All structures and uses shall be designed, located and operated in accordance with the provisions of the applicable Master Plan. Any Master Plan may include such conditions on the design, location or operation of any allowable structures or uses as may be appropriate or necessary to implement the intent of this planned development and the Guidelines.

7. The maximum allowable height of any structure upon the property shall conform with the Guidelines, the height limitations applicable in Restricted Height Zones in accordance with Figure 5-1 of the Lakefront Protection Ordinance application, the height limitations applicable in approved Master Plans, and shall also be subject to height limitations established by the Federal Aviation Administration.
8. Open space and public parks upon the property as identified in the Guidelines shall be addressed in applicable provisions of the Master Plans. In addition, the applicant has conveyed and dedicated to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately seventy-seven thousand five hundred (77,500) square foot parcel (land and air rights) which is located north of East Roosevelt Road between South Michigan Avenue and Columbus Drive and which is necessary to complete the southern portion of Grant Park.

The park shall be publicly funded and designed and constructed under the leadership of the Chicago Park District. The design shall be pursuant to the Master Plan for Grant Park to be developed by the City and in accordance with the Chicago Park District's 1992 Grant Park Design Guidelines. In accordance with the basic policies which govern the Chicago Lakefront Protection Ordinance, no new above-ground structures will be permitted in this parcel with the exception of accessory buildings.

The applicant has conveyed and dedicated to the City, at no cost, and free and clear of all encumbrances, the Air-Rights Parcel identified as Parcel 5, for purposes of construction by the City of a platform deck/park over the Metra facilities. The applicant shall

also convey and dedicate such easements or other interests as may be necessary for the construction of the deck structure, including easements for columns, caissons, beams, footings, et cetera. The applicant and the City shall use best and reasonable efforts to coordinate the design and elevation of structures and open spaces on Parcels 2 and 4 located within Master Plan II and of open spaces in the Restricted Development Zones adjacent to the deck with the design of the deck and park space in order to provide convenient access to the park from buildings and from public and private rights-of-way.

The park will feature a greenway with pathways for pedestrian and bicycle use that will facilitate access between the developing and surrounding neighborhood and adjacent lakefront parks. Pathways will also be available for park district service or emergency vehicle use. The character and amenities of the park will complement the architecture and urban design of both the Museum Campus and the Central Station development. In addition, Master Plan II shall make provision for the Lakefront Busway Project. The applicant has conveyed and dedicated to the City at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, the property necessary for the purposes of completing the Lakefront Busway Project.

In addition, the applicant has dedicated and conveyed, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street.

Upon such dedication and conveyance, C.D.O.T. shall, in conjunction with the construction of the busway, provide decorative metal fencing along the western edge of the busway adjacent to Parcels 2 and 4, consistent with the Lakefront Protection Ordinance application for the Busway Project that was approved by the Plan Commission on March 11, 1999.

9. Each year, no later than each anniversary date of the original adoption of this planned development (July 31, 1990), the applicant shall file an annual development report with the Commissioner of the Department of Planning and Development (the "Commissioner"). The report shall, at a minimum, contain the following information related to the property:

- (1) the number of square feet of construction completed, under construction or approved for construction, identifying also the type of use and location;
 - (2) percentage occupancy of each structure;
 - (3) construction/development anticipated within the following year;
 - (4) status of all public improvements; and
 - (5) traffic Mitigation Report which shall contain a report and analysis of traffic volumes and public transportation use upon the property in accordance with traffic analysis industry standards.
10. The applicant and the City anticipate the use of public funds or public financial participation for certain infrastructure improvements, which may include among other things, the Public Improvements described in Statement 11, within or in the vicinity of the property. Therefore, the City will use its best efforts, solely to the extent it deems appropriate, to evaluate the appropriateness of using public funds for the aforesaid Public Improvements. In the event that the City determines such public funding to be appropriate, the City and the applicant will use their best efforts to cooperate in the consideration of entering into a redevelopment agreement or other agreement which will address the schedule and manner in which those public funds are to be used or public financial participation is to be applied and may also address other tax incentives from other governmental bodies and coordinate those programs with infrastructure improvements. Said agreement may also address implementation of public and private improvements, land acquisitions, dispositions, additional traffic mitigation activities and other matters related to the orderly development of the property so long as said agreement is not inconsistent with this planned development, the Guidelines or any approved Master Plans.

Notwithstanding the above, this does not constitute a public financing commitment by the City for any of the infrastructure improvements nor does it constitute a commitment by the City to execute any agreement for such funding.

The applicant shall be allowed to develop the property in accordance with all other applicable terms and provisions of this planned development, whether or not such a redevelopment agreement or other agreement is executed by the applicant and the City, or whether or not public funds or public financing participation of any kind is obtained or available.

Any infrastructure costs advanced by the applicant prior to an execution of the redevelopment agreement and prior to the granting of any forms of tax relief or tax increment financing shall not impair the applicant's eligibility to request such forms of relief from local, state or federal agencies or impair the applicant's ability to request reimbursement from said agencies for costs advanced by the applicant; provided however that such relief, reimbursement and requests are not in conflict with any applicable laws.

The applicant shall construct the townhomes along the east elevation of the building known as One Museum Park East at such time that the adjacent decks spanning the railroad tracks are constructed by the City of Chicago.

11. The property which is the subject of this planned development is a large tract of land located within the City's South Loop area and is currently partially improved. Some, but not all, Public Improvements and services (the "Public Improvements") such as roads, utilities and parks as hereinafter provided exist upon or near the property to serve the development contemplated by this planned development. The applicant and the City acknowledge that the development of the property contemplated by this planned development necessitates that Public Improvements must exist in order to accommodate the expected impact of such development on the public health, safety and welfare. The applicant further acknowledges that this planned development is adopted based upon the City's requirement that development of the property or portion thereof shall be allowed only if, and to the extent that, such development is accompanied by the necessary Public Improvements as provided for hereinafter.

The description of the Public Improvements necessary or appropriate in connection with construction or development upon the property, including the type, location and extent of such Public Improvements, shall be contained in the Master Plan applicable to the portion or portions of the property upon which the construction or development is to be undertaken. Master Plans shall be adopted for each of the following subareas: (1) Subarea A fee property; (2) Subarea B fee property; (3) Subarea C air-rights; and (4) the air-rights property of Subareas A and B. No application for Site Plan approval or for Part II Approval shall be granted until and unless the property subject to such application is contained within the boundaries of an approved Master Plan. Master Plans are intended to implement the provisions of this planned development and, following approval as provided herein, shall have the same force and effect as this planned development.

The Chicago Plan Commission shall be responsible for the review, approval or disapproval of Master Plans in the manner provided herein. Applications for Master Plan approval shall be filed with the Department of Planning and Development (the "Department") and the Department shall prepare and file a written report in accordance with the provisions hereof. The Plan Commission, as well as the Department, may adopt such rules or procedures as either finds appropriate to carry out their respective responsibilities under this planned development.

After submission of an application for Master Plan approval, together with all required documentation hereinafter described, a Master Plan shall be considered for approval by the Plan Commission in a public meeting. Such meeting shall be held only following: (1) the publication of adequate notice thereof in the manner provided for in Section 17-13-0107 of the Chicago Zoning Ordinance and (2) the filing with the Plan Commission of a written report prepared by the Commissioner which shall include the Commissioner's findings and recommendations with regard to the proposed Master Plan. The Commissioner's report, together with the Master Plan substantially in the form to be acted upon by the Plan Commission, shall be made available to the general public five (5) days before the Commission meeting. Said public meeting shall be held within ninety (90) days following the filing of a complete application for Master Plan approval. An application shall be complete when all materials necessary for review and approval have been submitted. The Commissioner or the applicant may elect to extend the aforesaid ninety (90) day period where appropriate providing that such extension period does not exceed thirty (30) days. The Commission shall make a determination within the time hereinabove prescribed or as may be extended. The City and the applicant shall cooperate to process the consideration of approval of any Master Plan in an expeditious manner. Failure of the Commission to make a determination within the time hereinabove prescribed shall be deemed a disapproval. The decision of the Plan Commission on a Master Plan shall be final.

Master Plans may include both narrative and graphic information. A Master Plan shall demonstrate the parameters for all future development within the boundaries of the Master Plan. Said parameters shall be arranged and depicted in such format and manner as the Commissioner reasonably determines to be appropriate in order to best facilitate the administration of the development approval of the subject property.

A Master Plan shall include a description of the following Public Improvements:

- public roads and public roadway-related improvements, including without limitation, existing street widening, curbs, gutters, sidewalks, streetlights, street furnishings and appurtenances;
- public transportation facilities, easements, rights-of-way, et cetera;
- public and quasi-public utilities, including without limitation, electric, telephone, gas, other energy-related facilities, water supply, storm water runoff facilities, sanitary sewer, and all lines, circuits, connectors and facilities related thereto;
- the availability by appropriate governmental agencies of police, fire, medical and emergency services and the facilities therefor, and public education and library facilities to service the planned development;
- public and quasi-public parks and recreational areas and open spaces such as Daniel Webster Park, the south end of Grant Park, 15th Street Neighborhood Park and the platform deck/park above the Metra Property, as said parks are described by the Guidelines. The aforesaid parks and open spaces shall be constructed and dedicated to the Chicago Park District at such time as shall be provided by an approved Master Plan covering that portion of the property where such park is located. Other parks and open spaces shall be constructed and where appropriate, dedicated to a public entity as shall be provided by the applicable Master Plan.

A Master Plan may also:

- describe the type, amount, extent and location of construction or development of the property which may be conditioned upon the completion and availability of specified Public Improvements;
- require that the construction and installation of such Public Improvements shall be in accordance with all applicable laws, including the requirements and standards of any affected public agency; and
- require that the owner of the property upon, under, over or across which such Public Improvements or services may be constructed, installed or maintained shall dedicate such property or grant such easements and licenses to the public as may be necessary or appropriate in connection therewith.

The information and documentation contained within a proposed Master Plan shall, at a minimum, address each of the following considerations:

(1) Site Conditions:

- (i) Utilities.
- (ii) Grading/Drainage.
- (iii) Easements and Rights-of-Way.
- (iv) Development parcel boundaries/ layout of blocks and street grid.

(2) Use Controls:

- (i) Type.
- (ii) Location.

(3) Vehicular Circulation:

- (i) Public Street Layout.
- (ii) Public Parking.
- (iii) Curb-Cut Zones.
- (iv) Loading Dock Zones.

(4) Pedestrian Circulation:

- (i) On-Street Pedestrian Routes.
- (ii) Internal Pedestrian Routes.

(5) Bulk:

- (i) Density.
- (ii) View Corridors in conformance with Figure 3-2 of the Lakefront Protection Ordinance Application.

- (iii) Building Height and Setbacks as described in Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance Application.
 - (iv) Shadow Zones.
 - (v) Floor Area Ratio.
- (6) Public Open Space:
- (i) Size.
 - (ii) Location.
 - (iii) Character.
 - (iv) Overall Ratio of Public Open Space as determined by the Guidelines.

The Plan Commission shall approve any Master Plan if the Commission finds the following:

- a. the proposed Master Plan is consistent with the Guidelines and this planned development; and
- b. after giving due consideration to the Guidelines contained in Section 17-13-0609 of the Chicago Zoning Ordinance, the proposed Master Plan would have no adverse impact on the public health, safety or welfare; and
- c. the proposed Master Plan conforms with the fourteen (14) basic policies and the thirteen (13) basic purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

No Master Plan shall be approved unless the applicant and the subject property are in compliance with the provisions of this planned development, including but not limited to all other previously approved Master Plans, Site Plans or Part II Approvals or any agreements entered into with the City as part of or in furtherance of this planned development. Following Master Plan approval, Master Plans shall be kept on permanent file with the Department of Planning and Development.

No Part II Approval or occupancy permits shall be granted or issued unless the Public Improvements specified in the proposed Master Plan as necessary or appropriate to accommodate such construction or development are in place and available for use or are otherwise committed and in compliance with a schedule for commencement and completion as specified by the Master Plan.

12. The total number of square feet of development permitted under this planned development has been fixed based upon the applicant's commitment to a program which promotes the use of public transportation facilities in preference to the use of private automobiles as reflected in the Guidelines. The Master Plan shall provide, if and when appropriate in connection with development of all or any portion of the property, as and when such portions are developed, that the applicant shall:
 - a. Dedicate such property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the property, if the location and operation of such facilities are consistent with the Guidelines.
 - b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus turnaround areas and bus shelters, where appropriate, in order to enhance and extend public bus service throughout the property; provided, however that applicant shall not be obligated to provide more than five (5) bus shelters.
 - c. Provide or cause the provision of express bus service between Union Station and Northwestern Station to and from the property during A.M. and P.M. rush hour periods when office development upon the property has exceeded two hundred fifty thousand (250,000) square feet unless the applicant reasonably demonstrates that a sufficient demand for such service does not exist and such services shall be provided and/or restored when and if such demand occurs or reoccurs.
 - d. Establish and maintain a transportation management program within two (2) years of the approval of Master Plan II, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of such program shall be to reduce the use of private automobiles by employees and customers travelling to and from the property. Such a program shall, at a minimum, include the following:

- (i) Creation of a traffic management association or similar organization, whose purpose will be to implement a traffic management plan for the office, retail and commercial development portion(s) of the property utilizing the following devices:

- all owners or tenants of property containing office, retail or commercial space will be required to maintain membership in this association and may be assessed to support said association.
- the association will retain a Transportation Coordinator either as an employee or as a consultant.
- the association and the Transportation Coordinator shall design and implement the traffic management program (taking into account all development within the property boundaries) working with all appropriate groups, including on-site owners, tenants and residents.
- the association will report in the form of a Traffic Mitigation Report on the condition and characteristics of the plan and related programs to the appropriate local governmental body or designated agency on a regular basis but at least annually.

(ii)

- implementation of a ride-sharing program for employees.
- implementation of programs for car-pooling or van-pooling.
- implementation of a transit service awareness program which promotes the use of the public transportation.
- implementation of a program to encourage and accommodate non-motorized commuting (bicycle and pedestrian).

- promotion of "variable working hours" programs among the various employers at Central Station as feasible.
- provision of transit services.

In connection with the development of Parcel 2 located in Master Plan II, the Applicant shall:

- (i) Dedicate such property, grant such easements and licenses to the public or Metra as may be necessary or appropriate and reasonable to accommodate the relocation of the existing Metra station to a location proximate to West Roosevelt Road as contemplated by the Guidelines.
 - (ii) Make provision within a building to be developed on the property in the vicinity of West Roosevelt Road as contemplated by the Guidelines, for an uncompleted "shell" space which is capable of accommodating complete construction by Metra or others of facilities for the installation and operation by Metra of a newly relocated Metra station.
13. Following Master Plan approval as provided above, all Site Plans for proposed development within the area covered by the applicable Master Plan shall be submitted to the Commissioner for Site Plan approval. Site Plan approval is intended to assure that specific development proposals conform with the applicable approved Master Plan and with this planned development and to assist the City in monitoring on-going development. No Part II Approval shall be granted until an applicable Site Plan has been approved.

If said Site Plan substantially conforms with the applicable approved Master Plan and with the other provisions of this planned development, the Commissioner shall approve said Site Plan and shall issue written approval thereof to the applicant for such Site Plan approval within sixty (60) days of submission of the completed application. If the Commissioner determines within said sixty (60) day period that the Site Plan does not substantially conform with the applicable approved Master Plan and with the other provisions of this planned development, the Commissioner shall advise the applicant for such Site Plan approval, in writing, regarding the reasons for such adverse determination. The Commissioner shall thereafter review any resubmission within fourteen (14) days and make his or her final determination, in writing, to the applicant for such Site Plan

within said period/failure of the Commissioner to make a determination within the time hereinabove prescribed shall be deemed a disapproval. Following approval of a Site Plan by the Commissioner, the Site Plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this planned development.

Changes or modifications to Site Plans may be made after approval of the Commissioner, so long as the Site Plan, as so changed or modified, substantially conforms with the approved applicable Master Plan and with the other provisions of this planned development. In the event of any inconsistency between an approved Site Plan or any permitted modifications thereto and the terms of the Master Plan in effect at the time of approval of such Site Plan or of the modification thereto, then the terms of the Master Plan shall govern.

A Site Plan shall, at a minimum, provide the following information:

- boundaries of development parcel or parcels;
- building footprint or footprints;
- building facade elevations and heights;
- dimensions of all setbacks;
- location and depiction of all parking spaces (including relevant dimensions);
- location and depiction of all loading berths (including relevant dimensions);
- all drives, roadways and vehicular routes;
- all landscaping (including species and size);
- all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- all site statistics applicable to the development parcel or parcels including:
 - F.A.R. floor area and floor area ratio as represented on submitted drawings;

- lot coverage as represented on submitted drawings;
- number of parking spaces provided;
- number of loading berths provided;
- uses of development parcel;
- grading plans for restricted development zones and Parcels 2 and 4 located within Master Plan II.

A Site Plan shall include such other information as may be necessary, including a traffic study if so requested by the Department of Transportation, to illustrate conformance with the applicable approved Master Plan and with the other provisions of this planned development.

14. The property is subject to certain of the provisions of an ordinance passed by the City Council of the City of Chicago on July 21, 1919 entitled "An Ordinance For the Establishment of Harbor District Number Three; the Construction By The Illinois Central Railroad Company Of A New Passenger Station; Electrification Of Certain Of The Lines Of The Illinois Central And Michigan Central Railroad Companies Within The City; And Development Of The Lake Front" as the same may have been from time to time amended (the "1919 Ordinance"). If the 1919 Ordinance is inconsistent with this planned development or any applicable approved Master Plan, then to the extent authorized by law the City shall take all necessary action to adopt such amendments to the 1919 Ordinance as may be necessary or appropriate to make the 1919 Ordinance consistent with any such Master Plan approved for the Property within sixty (60) days following Plan Commission approval of each Master Plan.
15. Unless substantial construction has commenced and been diligently pursued within Subarea A on a minimum of five hundred thousand (500,000) square feet of floor area within five (5) years from the date of City Council approval of this amendment to Residential-Business Planned Development Number 499, one million five hundred thousand (1,500,000) square feet of floor area within ten (10) years from the date of City Council approval of this amendment to Residential-Business Planned Development Number 499, two million five hundred thousand (2,500,000) square feet of floor area within fifteen (15) years from the date of City Council approval of this amendment to Residential-Business Planned Development Number 499, and five million (5,000,000) square feet of floor area within twenty (20) years of City Council approval, the Department may decide to review and recommend modification of the provisions of this planned

development in whole or in part. The Department's determination that the planned development ordinance must be reviewed shall be reflected in an application filed by the City for a planned development amendment, with the City being deemed the applicant and providing such notice as may be required by law. Not less than thirty (30) days before filing any such application for amendment to the planned development, the Department shall provide the applicant with a copy of the draft application for amendment.

16. The terms, conditions and exhibits of this planned development ordinance including any approved Master Plan or Site Plan, may be modified administratively by the Commissioner of the Department of Planning and Development, upon the application for such a modification by the applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the Guidelines and the nature of the improvements contemplated in this planned development. Any such modification of the requirements of this statement by the Commissioner shall be deemed to be a minor change in the planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
17. The applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner that promotes and maximizes the conservation of natural resources. The applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the property in a manner generally consistent with the Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development.

The applicant shall provide a vegetated ("green") roof on at least twenty-five percent (25%) of the net roof area of each building to be constructed henceforth within this planned development. "Net roof area" is defined as total roof area minus any required perimeter setbacks, rooftop structures, and roof-mounted equipment.

18. A district heating-cooling feasibility study will be completed by the applicant in the event that the Chicago Department of Environment determines that such study is necessary in connection with any Master Plan review. Such study, which shall be made available for use by the City, shall at a minimum address the following: existing proximate heat sources, environmental and legal concerns, potential relationships with existing utilities, regulatory issues, comparable systems, system staging and options, system costs and implementation.

19. The applicant acknowledges that it is in the public interest to design construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility. No approvals shall be granted pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.
20. This planned development is intended to include in its entirety, the terms and provisions of Statement 11 hereof and Statement 11 is not intended to be severable from this planned development. Accordingly, if Statement 11 of this planned development or any portion thereof or any other provision of this planned development or any portion thereof shall, to any extent be found to be invalid, void or unenforceable by any court having proper jurisdiction, then this planned development shall in its entirety be deemed invalid, void and unenforceable, ab initio, with respect to any portions of the property which remain undeveloped or unimproved with any principal structures and also with respect to any rights, duties and obligations created by this planned development as said rights, duties and obligations relate to such portions of the property. Property shall be considered to be developed or improved with principal structures if a proper building permit for any portion of said structures has been issued and remains in force or construction has been commenced. Said undeveloped or unimproved portions of the property shall thereafter, without further City Council action, revert to the zoning district classifications applicable immediately prior to the adoption of this planned development.

[Existing Zoning Map; Planned Development Boundary and Property Line Map; Public Rights-of-Way Adjustment Map; Subareas and Generalized Land-Use Map; and Air Rights Parcels referred to in these Plan of Development Statements printed on pages 56089 through 56093 of this *Journal*.]

Bulk Regulations and Data Table referred to in these Plan of Development Statements reads as follows:

*Residential-Business Planned Development
Number 499, As Amended.*

Table Of Use And Bulk Regulations And Data.

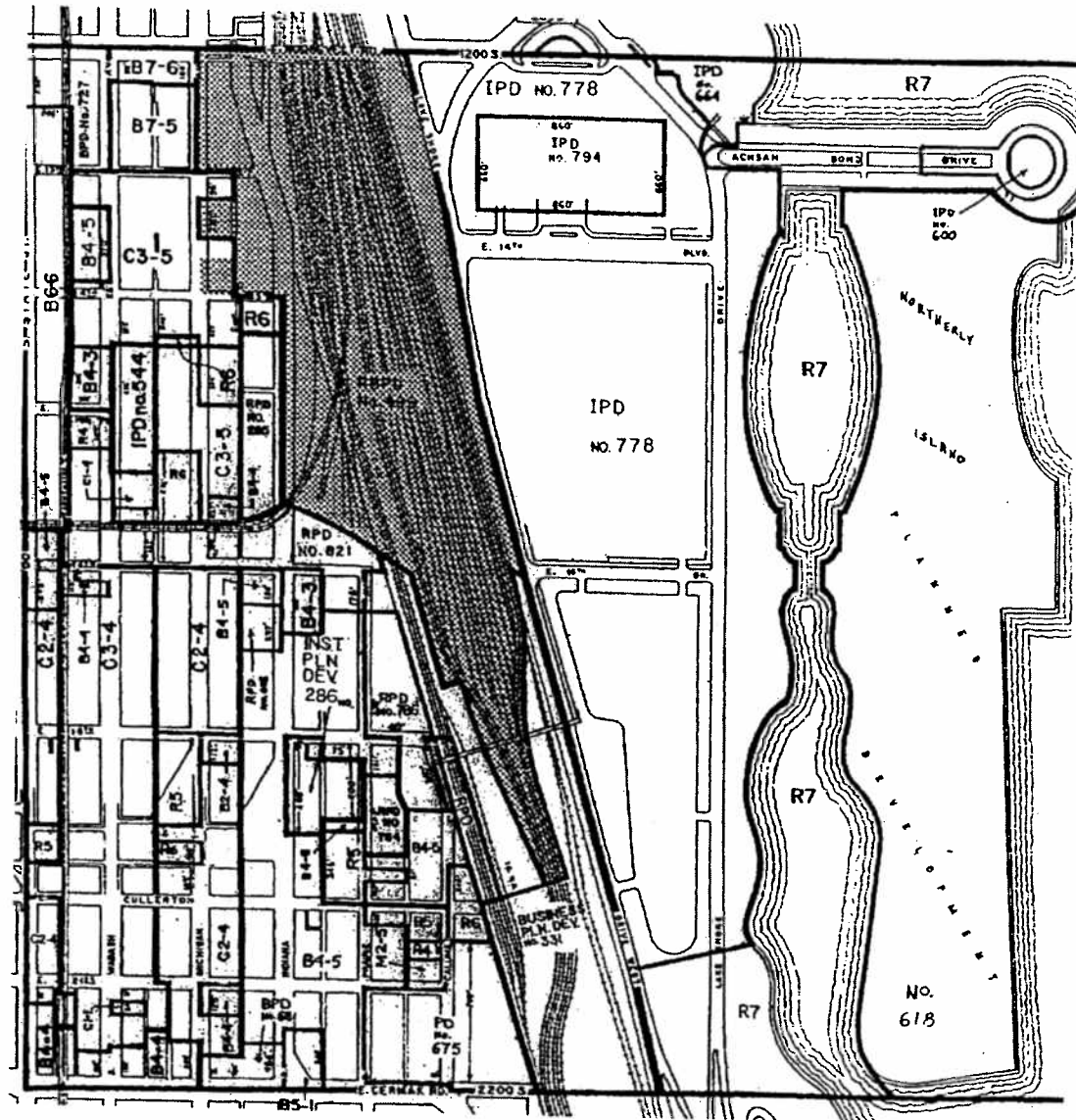
Area	A	B	C	Total
Net Site Area (Gross Site Area less Rights-of-Way)	945,979	1,002,970	500,514	2,449,463
Net Site Acres	21.72	23.03	11.49	56.24
Maximum Floor Area Ratio (F.A.R.)	7.24	1.70	7.59	5.02
Permitted Floor Area	6,850,000	1,164,198	3,800,000	12,291,198
Maximum Number of Residential Units*	3,900	485	2,000	6,385
Maximum Number of Hotel Rooms	1,500	0	2,500	3,500
Maximum Office (square feet)	2,500,000	100,000	3,000,000	5,600,000
Maximum Retail and Commercial (square feet)	350,000	70,000	500,000	920,000
Maximum Exhibit, Mart and Institutional (square feet)	0	0	2,000,000	2,000,000

Gross Site Area (3,186,641 square feet or 73.16 acres) = Net Site Area (2,449,463 square feet or 56.24 acres) + Area in or Proposed to be in Right-of-Way (737,178 square feet or 16.92 acres)

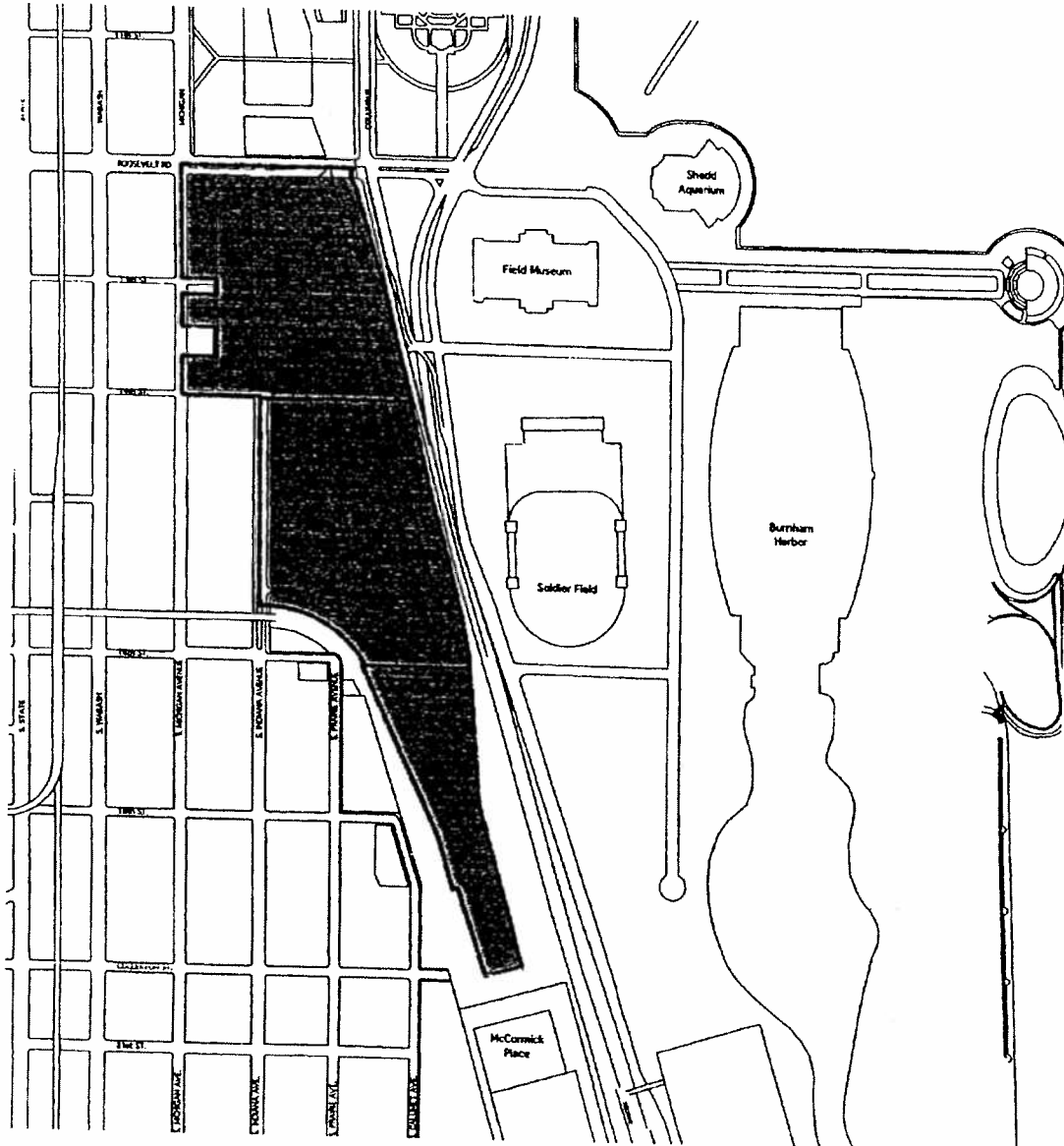
The total number of square feet of development permitted under this planned development shall be fixed at twelve million two hundred ninety-one thousand one hundred ninety-eight (12,291,198) square feet. Notwithstanding a reduction in Net Site Area which results from an increase in the size of publicly-dedicated open area or rights-of-way contemplated by this planned development or any master plan, the total number of square feet of development permitted under this planned development shall not change.

* Does not include additional dwellings permitted by conversion of hotel rooms.

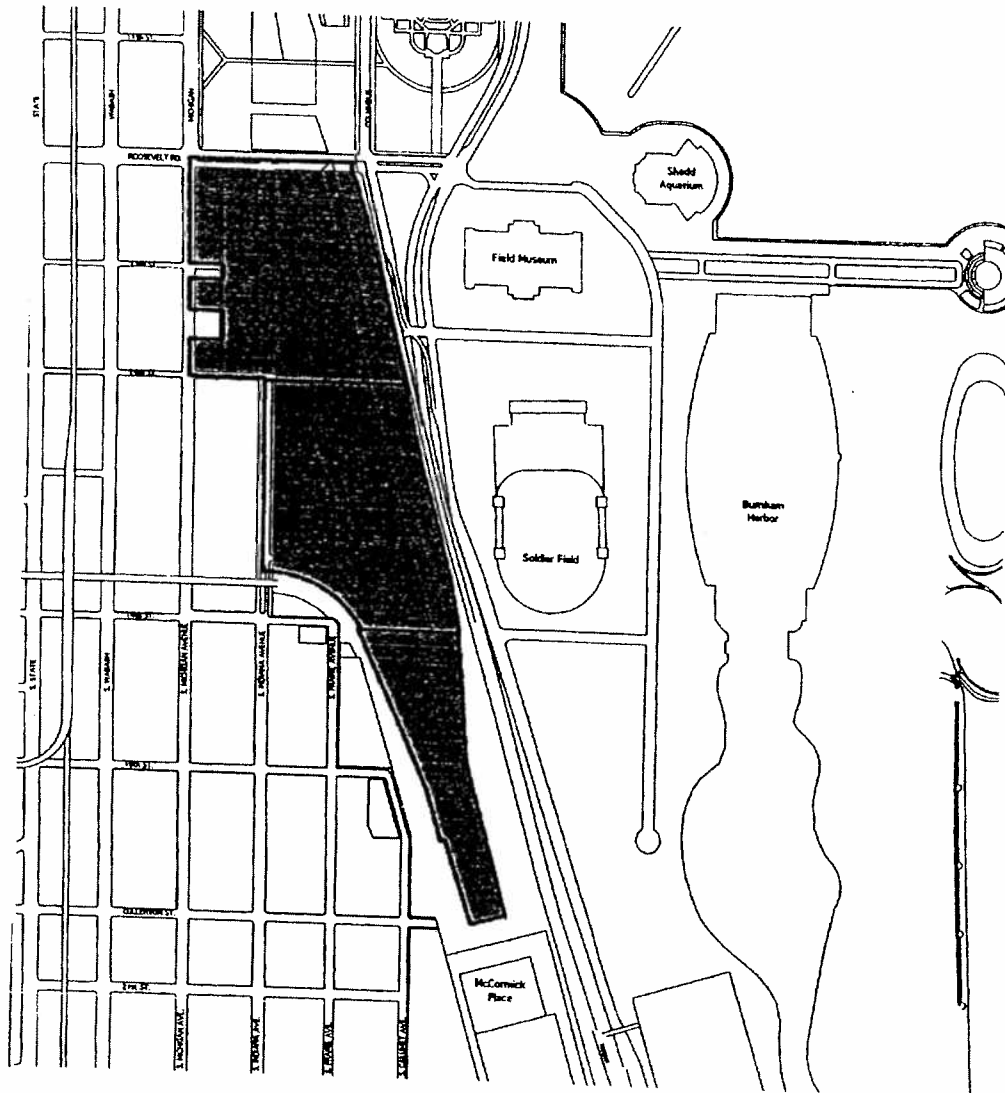
Existing Zoning Map.



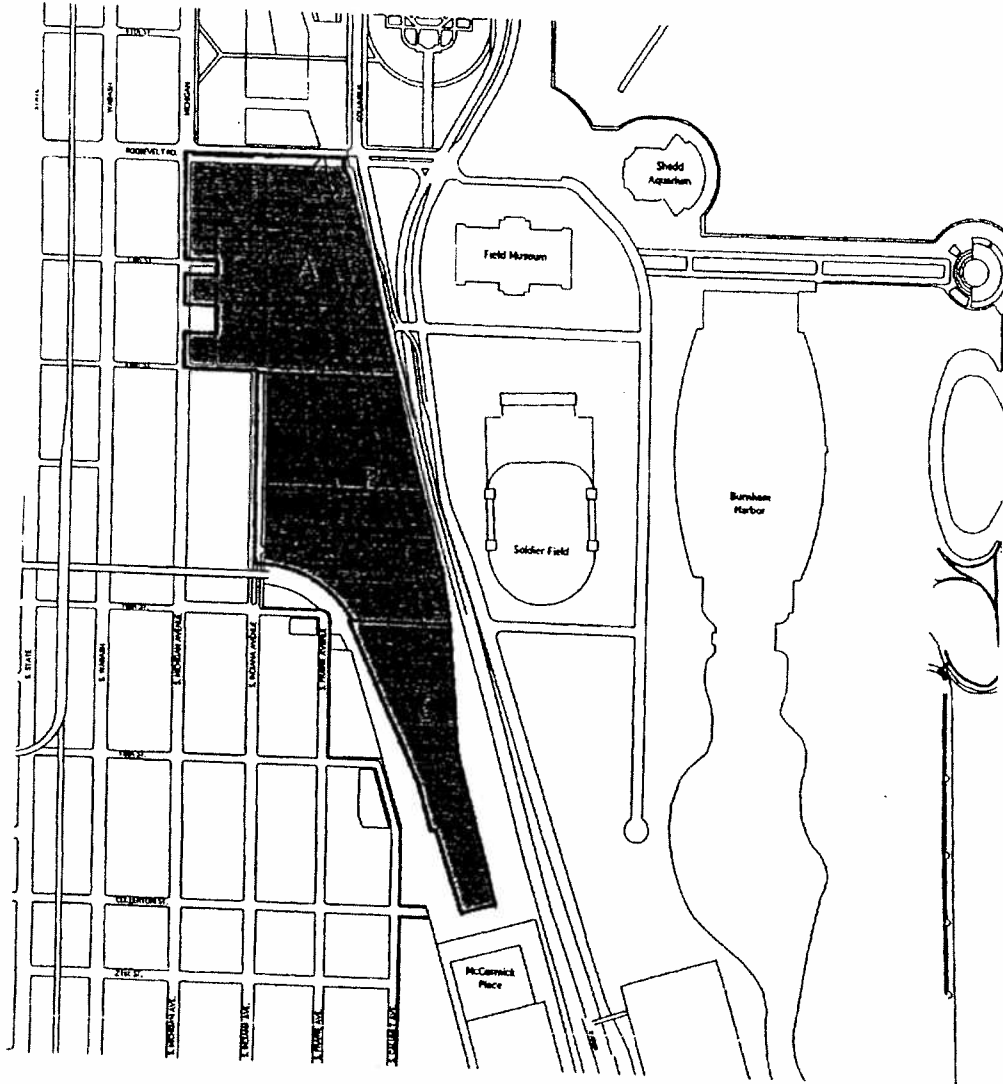
Planned Development Boundary
And Property Line Map.



Public Rights-of-Way Adjustments Map.



Subareas And Generalized
Land-Use Map.



This map illustrates the proposed development along the Burnham Harbor waterfront. The development is shown as a dark, shaded area with three distinct sections, each labeled with its width:

- 28.10' CCD**: The northernmost section, located between Roosevelt Blvd. and the Field Museum.
- 65.00' CCD**: The middle section, located between the Field Museum and Soldier Field.
- 30.68' CCD**: The southernmost section, located between Soldier Field and McCormick Place.

Existing features and landmarks include:

- Field Museum**: Located north of the 28.10' CCD section.
- Soldier Field**: An oval-shaped stadium located between the 65.00' CCD and 30.68' CCD sections.
- McCormick Place**: A rectangular building located south of the 30.68' CCD section.
- Burnham Harbor**: The large body of water to the east of the development.
- Shedd Aquarium**: Located further east, north of Burnham Harbor.
- Street Grid**: A network of streets to the west of the development, including Roosevelt Blvd., 11th St., 12th St., 13th St., 14th St., 15th St., 16th St., 17th St., 18th St., 19th St., 20th St., 21st St., 22nd St., 23rd St., 24th St., 25th St., 26th St., 27th St., 28th St., 29th St., 30th St., 31st St., 32nd St., 33rd St., 34th St., 35th St., 36th St., 37th St., 38th St., 39th St., 40th St., 41st St., 42nd St., 43rd St., 44th St., 45th St., 46th St., 47th St., 48th St., 49th St., 50th St., 51st St., 52nd St., 53rd St., 54th St., 55th St., 56th St., 57th St., 58th St., 59th St., 60th St., 61st St., 62nd St., 63rd St., 64th St., 65th St., 66th St., 67th St., 68th St., 69th St., 70th St., 71st St., 72nd St., 73rd St., 74th St., 75th St., 76th St., 77th St., 78th St., 79th St., 80th St., 81st St., 82nd St., 83rd St., 84th St., 85th St., 86th St., 87th St., 88th St., 89th St., 90th St., 91st St., 92nd St., 93rd St., 94th St., 95th St., 96th St., 97th St., 98th St., 99th St., 100th St.

A north arrow and a scale bar (0, 10, 20 feet) are located in the bottom right corner of the map.



Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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April 27, 2005

Mr. John J. George
Attorney at Law
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, Illinois 60603

Re: Request for Minor Change: Residential Planned Development No. 499, Master Plan II - Subarea A, Parcels 1 and 2; Lake Michigan and Chicago Lakefront Protection Application No. 420 (One Museum Park - OMP)

Please be advised that your request for minor changes to Residential Planned Development No. 499 (the "PD") and Lakefront No. 420 (the "Lakefront") has been considered by the Department of Planning and Development ("DPD") pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, Section 16-4-150 of the Lake Michigan and Chicago Lakefront Protection Ordinance and Statement No. 16 of the PD.

Specifically, you requested the following minor changes:

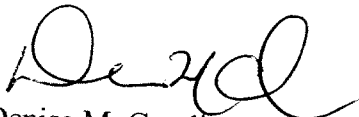

1. An increase in the height limitations, measured from Roosevelt Road rather than Chicago City Datum (CCD), in Parcels 1 and 2 as illustrated in the attached exhibit, Site Section Through Roosevelt Road/ Drawing #1 by Papageorge/ Haymes, Ltd., dated December 9, 2004:
 - a. OMP 1, SW corner of Roosevelt Road and Columbus Drive - 720';
 - b. OMP 2, SE corner of Roosevelt Road and Indiana Blvd - 520';
 - c. OMP 3, SW corner of Roosevelt Road and Indiana Blvd - 520'; and
 - d. OMP 4, SE corner of Roosevelt Road and Michigan Avenue - 650'.
2. A decrease in the minimum height limitation of the Roosevelt Road streetwall to 50', also to be measured from Roosevelt Road, in the spaces between pairs of towers; otherwise to remain at 100'.
3. A reduction of the 10-foot minimum setback along Roosevelt Road for the OMP 1 tower as illustrated in the attached exhibit, Site Plan/ Drawing #2 by Papageorge/ Haymes Ltd., dated December 9, 2004.



DPD has reviewed the request and has determined that the revisions to the PD and Lakefront No. 420 would constitute minor changes under the Chicago Zoning Ordinance, the PD, Master-Plan II, the Central Station Guidelines, the Lake Michigan and Chicago Lakefront Protection Ordinance and Lakefront No. 420. The requested changes will not change the character of the development nor have any adverse impact on the surrounding area.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Planned Development No. 499, as amended, I hereby approve the foregoing minor changes, but no other changes to Residential Planned Development No. 499, as amended.

Very truly yours,


Denise M. Casalino, P.E.
Commissioner 

DMC: SRP: srp

cc: Mike Marmo, Terri Haymaker, Planned Development Files



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

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August 23, 2004

Mr. John J. George
20 South Clark Street, Suite 400
Chicago, Illinois 60603

Re: Revised Site Plan Approval for Residential-Business Planned Development No. 499, as amended, (Museum Park); Subarea A; Block 1; Lakefront No. 420.

Proposal: Increase the maximum number of permitted dwelling units in the fourteen (14) story condominium building under construction from 167 to 168.

Location: Subarea A, Block 1 - The property located at the northwest corner of Indiana Avenue and 13th Street - **1250 South Indiana Avenue**

Dear Mr. George:

We have review your request for a revision to the Site Plan approval received for the construction of a fourteen (14) story condominium building located at 1250 South Indiana Avenue, as previously revised August 5, 2003. This revision would increase the number of units in the building from 167 to 168 by dividing one of the first-floor units. This revision would not result in any changes to the approved Site Plan, Landscape Plan, or Building Elevations.

Upon review of this request, the Department of Planning and Development has determined that this revision would be consistent with and satisfy the requirements of the Plan of Development. Accordingly, this revised Site Plan Approval request submitted for Residential-Business Planned Development No. 499, Subarea A, Block 1; Lakefront No. 420, for the construction of a fourteen (14) story condominium building with 168 dwelling units and 170 parking spaces is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Sincerely,

Denise M. Casalino, P.E.
Commissioner

CC: Bob Kunze, Steve Patterson, Michael Marmo, Tom Smith, Terri Haymaker





City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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August 5, 2004

Mr. John J. George
Daley & George
Two First National Plaza
Suite 400
20 South Clark Street
Chicago, IL 60603-1903

Re: Request for Administrative Relief to
Residential-Business Planned Development
No. 499, as amended - Subarea A - Block 1
("Central Station") -1250 South Indiana Avenue

Dear Mr. George:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 499, as amended has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and Statement No. 16 of the Residential-Business Planned Development No. 499, as amended.

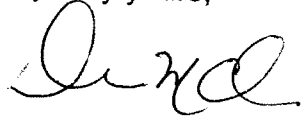
As part of your request for a minor change, you submitted plans dated June, 2004 which depict a fourteen-story condominium building containing a total of one-hundred and sixty-eight (168) dwelling units. This is a change based on the Site Plan Approval letter issued by this Department on August 5, 2003 which referenced a fourteen-story condominium building containing a total of one-hundred and sixty-seven (167) dwelling units.

Specifically, you requested the following modification:

- An increase in the total number of dwelling units from one-hundred and sixty-seven (167) to one-hundred and sixty-eight (168). The increase by one (1) unit is the result of splitting one (1) large first-floor unit into two (2) units.

The Department of Planning and Development has determined that the above requested item constitutes a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, your request, outlined above, is hereby deemed approved.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Denise M. Casalino', written in a cursive style.

Denise M. Casalino, P.E.
Commissioner

cc: Terri Haymaker
Kristin Groce
Mike Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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May 10, 2004

Mr. John J. George
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, IL 60603-1903

Re: Site Plan Approval for Residential-Business
Planned Development No. 499, As Amended
(Museum Park); Subarea A, Parcel 4
Proposal: The construction of four (4) dwelling
unit townhomes.
Location: Subarea A, Parcel 4 -
1319-1325 South Prairie Avenue

Dear Mr. George:

We have reviewed the Site Plan, Landscape Plan, and Building
Elevation Plans submitted by you for the construction of four (4)
dwelling unit townhomes and eight (8) designated parking spaces
within the previously approved Tower 3 of the overall "Museum Park"
development. These plans prepared by PappaGeorge/Haymes Ltd.,
dated September 9, 2003, are submitted in accordance with
Statement No. 13 of Residential-Business Planned Development No.
499, as amended.

Upon review of the material submitted, the Department of Planning
and Development has determined that these plans are consistent with
and satisfy the requirements of the Plan of Development. Accordingly,
this Site Plan submittal for Residential-Business Planned
Development No. 499, Subarea A, Parcel 4, for the construction of
four (4) dwelling unit townhomes and eight (8) designated parking
spaces within the previously approved Tower 3, is hereby approved
as conforming to the Plan of Development as amended and passed
by the Chicago City Council on October 31, 2001.

Very truly yours,

Denise M. Casalino, P.E.
Commissioner

Originated By: Tim Bleuher

cc. Ed Kus, Jack Swenson, Terri Texley, Michael Marmo





City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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March 29, 2004

Mr. John J. George
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, IL 60603-1903

Re: Revised Site Plan Approval for Residential-Business Planned Development No. 499, As Amended (Museum Park); Parcel 2, Tower 4

Proposal: The construction of a thirty-seven (37) story mixed-use tower with two-hundred and eighty-six (286) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached four-hundred and two (402) space enclosed parking garage.

Location: Subarea A, Parcel 2, Tower 4 - The property commonly known as 220 East 13th Street.

Dear Mr. George:

On January 9, 2004, the Commissioner of the Department of Planning and Development granted Site Plan Approval relating to the construction of a thirty-six (36) story mixed use building containing two hundred and fifty-five (255) dwelling units, two thousand six-hundred and five (2,605) feet of retail space and an attached three hundred and fifty-three (353) space enclosed parking garage.

The Department has reviewed your March 19, 2004 letter in which you stated on behalf of your client, Central Station LLC, that since January 9, 2004 certain programming changes due to marketing and sales of specific units have occurred within the subject building which include the following:

1. The enclosed plans reflect one (1) additional level of parking which increases the number of parking spaces by 49 from the original 353 parking spaces to 402 spaces under the revised plans.
2. The additional story of parking increases the height of the building as measured at the ceiling of the highest occupied level by 9' 0" (Approved 360'-0" ; Revised 369'-0") and increases the total number of floors from 36 to 37 floors.

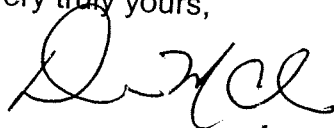


3. The floor area calculation for purposes of F.A.R. increases by 12,894 square feet (Approved 432,715 SF; Revised 445,609 SF). The Floor Area Ratio increases by 0.29 (Approved 9.80 FAR; Revised 10.09 FAR). The floor area as revised (10.09 FAR) is still lower than the Maximum F.A.R. permitted for Parcel 2 (11.92 FAR).
4. The gross building increases by 30,354 square feet (Approved 584,542 SF; Revised 614,896 SF).
5. The number of units per floor increases from 8 units to 9 units for a total additional 31 units (Approved 255 units; Revised 286 units).

This subject property is located within Parcel 2 of the Master Plan for Central Station and is the first development within said Parcel. Therefore, the numbers for the current proposal in terms of parking, number of units and Floor Area Ratio would not exceed those established within the Master Plan, but would set a precedent.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Revised Site Plan submittal for Residential-Business Planned Development No. 499, As Amended; Subarea A, Tower 4 for the construction of a thirty-seven (37) story mixed-use tower with two-hundred and eighty-six (286) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached four-hundred and two (402) space enclosed parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,



Denise M. Casalino
Commissioner

cc. Ed Kus
Jack Swenson
Terri Texley
Philip Levin
Tim Bleuher
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

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Chicago, Illinois 60602
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(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

January 9, 2004

Mr. John J. George
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, IL 60603-1903

Re: Site Plan Approval for Residential-Business
Planned Development No. 499, As Amended
(Museum Park); Parcel 2, Tower 4

Proposal: The construction of a thirty-six
(36) story mixed-use tower with two-hundred
and fifty-five (255) dwelling units, two-
thousand six-hundred and five (2,605) feet of
retail space and an attached three-hundred
and fifty-three (353) space enclosed parking
garage.

Location: Subarea A, Parcel 2, Tower 4 -
The property commonly known as 220 East
13th Street.

Dear Mr. George:

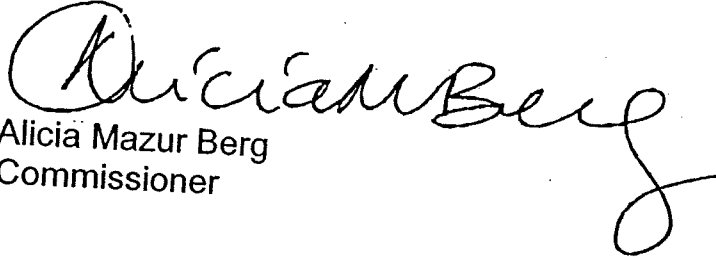
We have reviewed the Site Plan, Landscape Plan, and Building
Elevation Plans submitted by you for the construction of a thirty-
six (36) story mixed-use tower with two-hundred and fifty-five
(255) dwelling units, two-thousand six-hundred and five (2,605)
feet of retail space and an attached three-hundred and fifty-
three (353) space enclosed parking garage within Subarea A,
Parcel 2 of the Planned Development area. These plans
prepared by PappaGeorge/Haymes Ltd., dated October 22,
2003 and January 8, 2004, are submitted in accordance with
Statement No. 13 of Residential-Business Planned
Development No. 499, as amended.

Upon review of the material submitted, the Department of
Planning and Development has determined that these plans are
consistent with and satisfy the requirements of the Plan of
Development. Accordingly, this Site Plan submittal for
Residential-Business Planned Development No. 499, As
Amended; Subarea A, Tower 4 for the construction of a thirty-six



(36) story mixed-use tower with two-hundred and fifty-five (255) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached three-hundred and fifty-three (353) space enclosed parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,

A handwritten signature in black ink, appearing to read "Alicia Mazur Berg". The signature is fluid and cursive, with the first letter of each name being capitalized and prominent.

Alicia Mazur Berg
Commissioner

cc. Ed Kus
Jack Swenson
Terri Texley
Philip Levin
Tim Bleuher
Michael Marmo